

again as the ship bounced around,” said Tipton. “It was like a pinball effect.”

The boarding team approached the pilot house like members of a special weapons and tactics team. With expandable batons in hand, the two teams advanced, one on each side of the pilot house. Each member stayed low, with their backs pressed to the steel bulkheads.

“Once both teams were in position, I gave the orders to enter,” said Tipton. “What I didn’t know, was that the door team two was trying to go through, on the other side of the pilothouse, was locked. My partner opened the door and I was the first one to enter. No one was there.”

The boarding team made a thorough search of all “man-sized spaces” and concluded that there were 21 people on board. One crewman was in a very small cubby-hole behind the rudder post in the very stern of the ship.

The vessel had used more than 17 miles of drift net to catch neon flying squid, tuna and shark. Only the shark’s fins were found on board. The ship’s holds were about one-quarter full. There were 443 bales of unused drift net on board.

Drift nets are made of monofilament line that does not deteriorate. Once laid, the nets indiscriminately catch everything in their path; dolphins, whales, endangered species, occasionally even birds get entangled and die. If a net is lost or not retrieved it continues to kill indefinitely. Because these nets are so destructive, the United Nations (U.N.) passed a resolution banning their use.

The boarding team found the flags of 31 different nations on board and were told that all log books had been thrown overboard at first sight of the Coast Guard cutter. The team continued to collect evidence as the Rush towed the disabled vessel to Guam.

“This is the first time that a vessel has been seized for illegal drift net use since the resolution was passed by the U.N.,” said Captain Dennis Sirois, the Fourteenth Coast Guard District’s chief of operations. “We’re committed to carrying out the international ban with all of the resources we have available, but the U.S. fishing fleet can greatly assist us. Information reported by a U.S. fishing vessel, led directly to this seizure. The Coast Guard needs the help of the fishing fleet.”

Upon arriving in Guam, the vessel formerly known as the Lu Yan Bu 6006, was turned over to U.S. Marshals and the evidence was given to the local U.S. Attorney. The Chinese government had confirmed that the real Lu Yan Bu 6006 had been in port during the entire incident. 🇺🇸

When the Federal
Building in Oklahoma City
was bombed on
April 19, 1995,
agencies sponsored by the
CFC were there to help ...



Won't You Help Too?

The 1995 Combined Federal Campaign – please give to
those agencies that help us during those times
when we need them most.



Donations can be made throughout the year.



V Coast Guard Veterans have second experience of a lifetime

As the wreath honoring those killed in World War II was tossed over the side of the USS Carl Vinson, a 71-year-old Erie, Penn. native stood shoulder to shoulder with the President of the United States. Ex-Coast Guard Gunner's Mate Third Class Daniel Wick accompanied Bill Clinton to the edge of the aircraft carrier in Honolulu Harbor as part of the World War II Commemoration ceremonies held throughout Honolulu, Hawaii, Sep. 1 - 4.

Wick said he'll never forget the silence as he stood on the stern of the Vinson, high above the water, seeing that wreath waft its way to the surface of the water.

Watching as some of the

flowers slowly drifted off on the way down. Standing next to the president with their heads bowed in solemn honor, as a lone bugler played taps; the notes bouncing off the water and echoing back from the Arizona Memorial. Wick said he couldn't help but think of the bodies of the dead sailors buried in that watery grave.

"I said to myself 'I know what you're going to do' and I started to bite my lip," said Wick, a

practicing attorney in Miami, Fla. "I couldn't help it. I became very emotional.

"As the bugler played taps, I sang the words under my breath. 'Day is done, gone the sun. From the lakes, from the hills, from the sky. All is well, safely rest, God is nigh.' There was nothing but silence. The wind was blowing through, but all you could hear was that clear bugle."

The commemoration of the end of World War II included a military review with 8,000 troops, a parade of ships, wreath laying ceremonies at Punchbowl, the Vinson and Arizona Memorial, a veterans parade, a World War II commemoration church service at Waikiki and the dedication of the first Coast Guard World War II memorial, which is located at Sand Island.

While the weekend was packed with official functions, some of the veterans still found time to relax, as did the other distinguished guests.

During one such break, the president played golf with retired Coast Guard Chief Yeoman, Edmund L. Reinhart, 69, of Port Angeles, Wash. Reinhart said he was apparently chosen at random, but was thrilled to have the opportunity.

"How it all started, I don't know," said Reinhart. "I returned a phone call to Lt. Maureen March and that started the whole thing rolling." Several phone calls later, Reinhart began to think that the whole thing was someone's idea of a practical joke. "Then I got this phone call from the Whitehouse. They asked me if I still wanted to play golf with the president, I said 'hell yes,' and ended up playing the first nine holes with him."

While the national press lined the left side of the first tee, Hawaii Governor, Ben Cayetano offered to tee off first. To Reinhart's amazement, the Governor duffed the shot and it went about 10 yards from the corner of the tee box. According to Reinhart, the president offered to let the governor

By PAC Christopher E. Haley

have a mulligan, and hit the ball over, which he did.

"I got up there next and I hit the longest, straightest drive I've ever hit in my life," said Reinhart. "I have to admit my knees were knocking together. After the shot, the president said, 'Ed, I don't know if I want to play with you or not.'"

Reinhart said he didn't have to worry about losing his golf balls, as there were plenty of people on the course watching. He added, that he finally calmed down a bit after the first three holes. "It wasn't like I was trying to lose to the president, but I think he beat me by about 5 strokes," Reinhart said.

While with the president, Reinhart had Clinton sign a golfing score card from the local golf course in Washington to take back to prove the adventure of a lifetime. "I might even retire my clubs now, I've done it all," said Reinhart.

Veteran's came from all over the country to be honored in the 4-day-long celebration. Of those vets, several Coast Guard SPARS were on hand to commemorate the events.

"This weekend was trip of a lifetime, I'll remember it all my life," said Lorraine Dieterle, former Photographer's Mate Second Class.

Dieterle, who was one of the Grand Marshals at the Veteran's Parade at Waikiki Beach, could not believe the respect and warm welcome she received throughout the weekend.

"I was so exhilarated, I learned the Hawaiian gesture for aloha," said Dieterle who is in her seventies. She rode the entire route holding out her thumb and little finger, shaking it at the crowd in a sign of love.

According to Dieterle, at one point during the parade, several oriental people approached her and bowed. "I was so excited I cried. I couldn't believe there was such homage paid to all of us [vets]."

As the parade route made its way along Waikiki Beach, Dieterle, dressed in her 50-year-old uniform, approached the reviewing stand and the president. Not knowing whether it was proper for her to salute the president or not, Dieterle opted to the old saying, "when in doubt, salute."

"When I came up to the reviewing stand, I saluted the president

and I held my salute," said Dieterle. "He stood up and bowed to me and all of the generals stood up and saluted. I thought, 'oh my gosh, here is a little teeny Coast Guard SPAR and they saluted me' I was very excited.

"My little uniform, that I saved all these fifty years, stood for everyone that could not make it, everyone that died, or was injured."

When she greeted the president the following day, she said, "Sir, on behalf of all of the women in the Coast Guard and the SPARs of World War II, I welcome you to Hawaii." The president took both of her hands looked at her and replied, "I have to tell you this, you looked terrific in your uniform in the parade."

None of the veteran's expected the treatment they received over the weekend. Wick, Reinhart and Dieterle all expressed the overwhelming feelings of camaraderie, honor and respect they experienced during the celebration. All three were expecting to be spectators, not a star in the festivities.

Wick, who was interviewed by an ABC affiliate and CNN and was even asked to sign an autograph, said "Now I know how celebrities feel — real good. This was the best event of my life."



PA1 John Moss

They that go down to the sea — Coast Guard Commandant, Robert E. Kramek, and Master Chief Petty Officer of the Coast Guard, Rick A. Trent, salute as Eagle Scout John Egan rings the bell of the first Coast Guard memorial honoring its personnel and ships lost during World War II. The bell tolled more than 1,000 times honoring each member and ship during dedication ceremonies held at Base Honolulu at Sand Island Sept. 2.

Then & now ...

They marched to celebrate peace

These ladies were determined. They didn't care what happened — they were marching in the

By Lt. Maureen P. March



Sylvia Gerber Gordon (standing) and Clara Leinhauser Hagerty look over a map of Hawaii in February 1945.

V-J Day Commemoration Veterans Parade, no matter what. And they did. Both Clara Leinhouser Hagerty and Vivian McRae, United States Coast Guard SPARS, marched down Waikiki's Kalakaua Avenue in September, just as they had in 1945 when they celebrated the victory over Japan.

Two of their comrades, Sylvia (Sue) Gerber Gordon and Joyce Kaut, who also marched with them in 1945, decided that discretion was the better part of valor and rode in the

back of a deuce and a half. These four women put the finishing touches on a story that began over fifty years ago.

World War II quickly proved that serious labor shortages could be eased by recruiting women for the myriad jobs that didn't involve actual combat. Hence, the birth of the SPARS, whose name was gleaned from the Coast Guard's motto — Semper Paratus — Always Ready.

Hundreds of young women saw their chance to contribute to the war effort and to experience the inevitable excitement that accompanies life on the edge. They “freed a man for the front” and thus wrote a pivotal chapter in the women's movement that continues to reverberate even today.

Rosie the Rivetter and Sadie the SPAR went home after the war and did what needed to be done — ensure unprecedented prosperity by raising the baby boomers of the 1950s, but they

also ensured that the idea of women's work would never be the same.

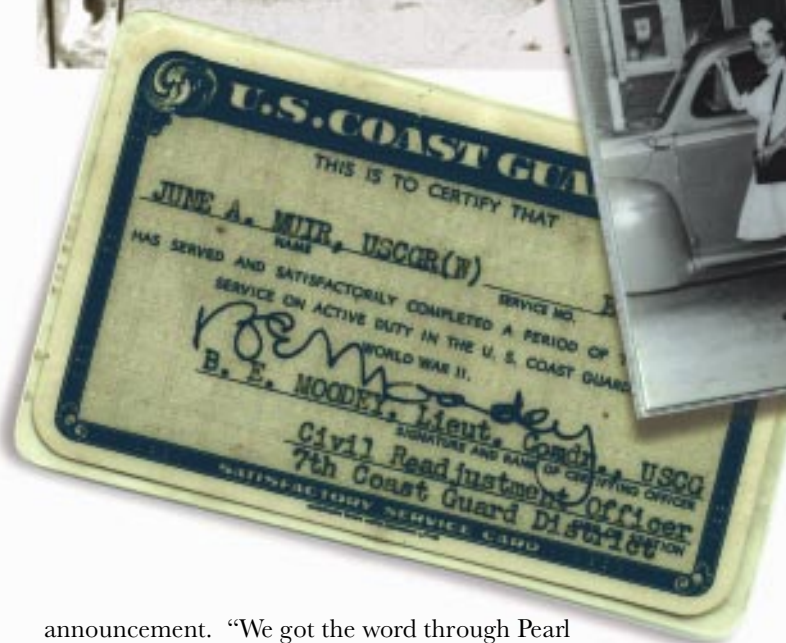
Hagerty's most memorable V-J Day moment didn't really happen on V-J Day at all. Her

memory was of the false alarm, four days before the actual

Left: Lorraine Dieterle waves to the crowd during the Veteran's Parade. Dieterle was the Coast Guard Marshal. Above: Bettie Archer Johnson rides along the parade route with other SPARS.



PAS Chris Devine



Top: Coast Guard SPARS marching in Waikiki to celebrate V-J Day in 1945.

Vivian McRae (above right) and Joyee Kaut (above left) pose for wartime photos.

Left: A SPAR's discharge certificate.

(Historical photos courtesy of SPARS.)

announcement. "We got the word through Pearl Harbor at 0300 that the Japanese had surrendered," said Hagarty. "All of the lights were on and everyone was out in the streets doing a Snake Dance" and otherwise just carrying on. "But it was all a false alarm" she said. "It was four more days before the actual surrender and that night all the lights had to be doused once again."

These SPARS marched the first time to celebrate the end of World War II. This time they came to pay tribute to those who were lost in the war or were unable to attend the festivities. Instead they were given a hero's welcome and were able to enjoy the pride and respect shown to them by the crowds gathered along the streets of Honolulu. 🇺🇸



Message in a bottle

Story and photo by PA3 Chris Devine

When the buoy tender returned to its home port of Honolulu in November, Gugliemini sent a reply to the school, although he knew that nearly 10 years had passed. "If the author of the letter can be contacted," he wrote, "it would no doubt be interesting to know the bottle made contact."

He received no response, but after a rash of bottle findings in Hawaii and around the Pacific, Gugliemini decided to try again. "I heard a story on the radio about someone in Kaneohe Bay who found a bottle with a message in it, and at first I thought it was about me," he said. "When I found out it wasn't, I decided to try to contact the school again."

Recently, Gugliemini got his answer. Masuno's wife, Yurika, wrote back in mid-March. Her 26-year-old husband, she said, was very busy in his job as a seller of wood houses. They live in Okayama, west of Kobe, where a disastrous earthquake occurred only a few days before she wrote the letter. She said they hadn't been bothered much by the earthquake, and wrote more about herself and her husband, including the fact that they were expecting a child.

Gugliemini also received a videotaped greeting from an English teacher at the high school Masuno attended. He explained that the school term begins for them in April, and that students often take spring trips together. It was during one of those trips, in 1985, that Masuno dropped his letter into the ocean from a ship.

The teacher included footage from a 1988 trip which showed students from the same school dropping bottles into the water from a ship much as Masuno and his classmates did three years earlier. He also included a copy of the high school's English-language newspaper and promised to send a videotape of the school's English club once he could film it.

Gugliemini said he plans to send letters thanking them for replying and telling them more about himself and his family. He also said he looks forward to hearing from them again.

A fellow Sassafras crew member EM3 Fernando Sierras also found a bottle with a message in late March while on an aids to navigation patrol with the cutter. He found the bottle on Baker Island about 1,900 miles southwest of Hawaii. He managed to remove the message from the bottle without breaking the glass, and found that it, too, was from a student in Japan sent in 1987. He replied to the letter, but hasn't yet received any response. 📧

It's not uncommon for people to cast messages in bottles out to sea. In folklore, stranded sailors and others would send for help that way. In a popular comic strip, two people on different shores share observations about their homes by tossing stone tablets into the ocean. And perhaps thousands of people send out bottles for curiosity's sake every year.

But, stories of people finding those same bottles and replying to the messages are less common.

MK1 Richard Gugliemini visited Midway Island with the Coast Guard Cutter Sassafras in August 1994. He had the day off, and decided to explore the island's beaches and look for some of the glass balls that Japanese fishermen used to float their nets.

At one beach, he noticed the glint of glass and thought it might be a float. But on closer inspection, he saw that it was a clear glass bottle with a note inside.

The cap was too corroded for him to remove, so he broke the bottle to get at the papers inside. He found a letter written in Japanese and English, and a stamped postcard addressed to a high school near Hiroshima, Japan, about 2,000 miles away. The letter was nine years old, dated May 1985.

"This is one of the bottles which all the students are making float on the sea," the letter's author, Ichirou Masuno, wrote. They were on a school trip to a Japanese island when they set the bottles afloat.



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Hello...

This is Honolulu ... is anybody out there?

four of which are in the United States.

One is in Honolulu, at the Academy of the Sacred Hearts. It's operated by teachers and maintained by volunteers, including Lt. Cmdr. Rich Weigand, communications officer at the Fourteenth Coast Guard District office.

In 1993, the school consulted with local amateur radio operators on how to set up a station and hired someone to keep up the equipment and help the faculty learn how to operate it. A friend of Weigand's sought volunteers when the man left the job soon thereafter. Weigand volunteered, along with several others from the community.

Weigand went about making the computer system that controlled the radios easier to use, and fellow volunteer Dick Flagg concentrated on the radio equipment itself. Thanks to the help of the volunteers, the station at Sacred Hearts has contacted the space shuttle each time it has passed overhead since they started.

Weigand has been a ham radio enthusiast since he was 15, when he worked all summer to buy a shortwave receiver.

During the following winter, he heard a distress call from a boat without power on the Niagara River in New York State. He notified the Coast Guard, which had not heard the transmission. Thanks to his call, the boater was rescued.

Through that life-saving event, Weigand became fascinated with radio communications. He joined the Coast Guard a few years later, working in the electronics and technology field. His technical knowledge and experience were useful recently when dealing with the high-tech, integrated system at Sacred Hearts.

With Weigand and Flagg on hand, teachers Nancy Rocheleau and Debbie Kula got ready at to make radio contact with the shuttle and connect

By PA3 Chris Devine

While the search goes on for life in space, some students around the world have found their own. Since the launching of the space shuttles, a NASA program has helped students and others contact human space voyagers. The program is the Shuttle Amateur Radio Experiment, or SAREX.

Through this system, schools around the world are able to talk directly to space shuttle astronauts in orbit, to ask questions and receive answers in real time. There are seven stations in the world that cooperate with NASA to provide this service,

the shuttle crew to the high school.

The space shuttle Endeavor was scheduled to pass over Hawaii, and the job of the station at Sacred Hearts was to contact them and relay communications. They did this through a complex phone system operated by a company in Chicago, which relayed the signal to students at Washington Courthouse Senior High School in Washington Courthouse, Ohio, and to other people around the country who were listening.

Weigand and Flagg checked and double-checked the frequencies of the radios and the operation of the equipment, compared their plots of the flight path of the shuttle with NASA's, made phone calls to

school with the project. "Coast Guard communications usually aren't pleasant," he said. "They usually deal with emergencies. This, on the other hand, is positive and fun. There's no real down side."

He said he also likes the project because it presents unique challenges for an amateur radio operator, especially from the perspective of someone from a seagoing service.

"It's like ship-to-shore radio in reverse. The radio shack is stationary, and the ship is moving overhead at about 18,000 miles an hour. We usually only get about seven or eight minutes to make the contact."

Flagg agreed that he enjoys helping the school. "I'm not a teacher," he said. "I'm just here to play with the radio."

Weigand was joined as a volunteer about six months ago at Sacred Hearts by Lt. Gus MacFeeley, who

Lt. Cmdr. Rich Weigand and Dick Flagg prepare for a radio conversation with space shuttle Endeavor astronauts March 10.

also works in the Fourteenth District office. MacFeeley hasn't been able to participate as much as he'd like because he lives on the opposite side of Oahu from the

school, Weigand said. But he has still provided some much-appreciated support to the school and made contacts with the shuttle himself during the past six months.

During an earlier shuttle mission, MacFeeley, who speaks Japanese, helped Japanese school children contact a Japanese astronaut on the space shuttle.

The volunteers will continue to impact the effectiveness of the school as a site for SAREX. Rocheleau has earned her ham radio operator's license, and Kula is working on hers, thanks in part to help from the volunteers. Other teachers have also expressed interest in the project.

Although they may not be aliens from another planet, the astronauts help students experience space travel. And they give the students just a taste of the unknown.



PA3 Chris Devine

ensure the communications would be established between them and Ohio, and did radio tests again. Weigand made a link with the shuttle's computer as it passed within range for a few minutes on an earlier orbit.

Students and parents were gathered at the school in Ohio to hear the event. Several students had been chosen in advance to ask a few quick questions of the shuttle. A local radio station there broadcast the seven-minute exchange.

During that time, the computer that was supposed to control the direction of the antenna at Sacred Hearts and keep it pointed at the shuttle stopped doing its job. Flagg had to flip switches and turn dials frantically as the shuttle passed overhead to keep everything aligned.

"That's why we're there," Weigand explained later. "Things will go wrong, and with the teachers operating the radio, they don't have time to fix them."

Weigand said he likes the idea of helping the



A note from the CEA

Aloha! I am MCPO Billy Joe Whitley, the newly appointed Fourteenth Coast Guard District's Command Enlisted Advisor (CEA). I am a native of North Carolina and joined the Coast Guard in November 1976. Previous assignments include three cutters, two small boat stations, two aids to navigation teams, and serving as a company commander. This is my first assignment in the Pacific and I am very happy to be here.

Many people ask me what I believe in, so I would like to share some of my thoughts with you. First, I believe that everyone wearing the uniform should be proud of what it stands for. The Coast Guard uniform carries with it the memories Joshua James, Douglas Munro, Ida Lewis, and many others that have served with honor. During the recent V-J day celebration, we were reminded that over 900 Coast Guardsmen gave the ultimate sacrifice for their country during World War II. On our coasts lay monuments of Coast Guardsmen that have died while saving others from the perils of the sea. The uniform, whether the dress uniform, the undress uniform, or the working uniform, must be worn in a fashion that honor these people and the ones that will follow.



**Leadership is
hard to describe,
but easy to see in
our people.**

Secondly, I believe that everyone who serves in our Coast Guard has the ability to be a leader. Leadership is hard to describe, but easy to see in our people. Units that work countless hours in the call of duty cannot be accredited to one person's leadership. It has been said that some of our best leaders serve as followers and I wholeheartedly support that idea. The support that they give the command cannot be bought at any price. Furthermore, I believe a leader must be fair and honest to succeed.

Last, I believe that everyone receives certain God-given talents and rights. As we recognize these and act accordingly, we become a stronger Coast Guard. Everyone must be treated fairly and with the same respect that you desire. Use the talents of your people to allow them to grow and be a part of the team. Everyone is important and vital to maintaining the premier maritime service in the world.

In closing, I am very proud to be serving as District Fourteen's Command Enlisted Advisor. If I can be of assistance, my door will always be open to you. Mahalo!



People making what ought to be, what is

These articles were forwarded from units as examples of leadership in the district. If you have notable stories you'd like to see published, please send them to dcea/D14d.

Air Station Barbers Point Captain thanks top performers personally

Capt. Fox, the commanding officer, strongly believes that outstanding performance should not go unnoticed. Following performance evaluation periods, top performers from each pay grade are invited to his office for personal thanks for their outstanding efforts and accomplishments. He believes that a visit to the CO's office does not always have to be bad.

USCGC Sassafra

Leading seamen get more responsibility

The leading seaman designation is passed on to those seeking additional responsibilities (those of an E-4, E-5, or even E-6). This designation must be earned through hard work. BMC Ron Althaus says that it's great to be able to see these energetic Coast Guardsmen grow and show such leadership at this point in their careers. Seaman Doug Herr will be passing on these responsibilities to Seaman Cletus Milan, who has already excelled at the unit.

Omega Station Honolulu

ET helps others, lends his time

ET2 Kelly King takes it upon himself to assist other departments whenever they are overloaded. From helping the MKs work on machinery to cutting the grass, King is always a team player. He is constantly volunteering for assignments. He always wears his uniform with pride and sets an example for others to follow.

ANT Honolulu

SN looks for ways to excel

Seaman John C. Massey reported aboard ANT Honolulu in Jan. 95 from Cape May. Within three months, he passed his unit OOD and ATON Minor Quals Boards. He took charge of the rehabilitation of ANT Honolulu's garage spaces after researching the *Color and Coating Manual* to ensure that all aspects were in line with current policy. On one large bulkhead, he initiated, designed and assisted in the painting of a large lighthouse mural. During the project, he supervised several petty officers.

USCGC Assateague

GM teaches, guides cadet

CPO J. Conner states that leadership cannot be a one-way street with just the seniors teaching juniors about leadership. He tells about a young first class cadet reporting aboard the cutter who seemed very "green." GM2 Tracy Roe took him under his wing. With no prompting, Roe taught him how to take charge of his watch and how to command respect of the section. The cadet learned from Roe to demonstrate a confident attitude and to listen to the concerns and questions of the watchstanders. Through Roe's efforts, one of the officers of the future will have the benefit of experience. Roe showed leadership in that he was willing to pass on his knowledge. Just as importantly, the cadet was willing to accept it.



PA2 Scott Epperson

Leadership in action ...

Rear Adm. Howard B. Gehring, Fourteenth District Commander, recognizes QM1 Joe Ford, of the district's Joint Rescue Coordination Center, for his unique Combined Federal Campaign tally board design.

Weapons violations lead to conviction of warrant

A Coast Guard warrant officer was sentenced to two years confinement and fined \$9,500 for violations brought forth during court-martial proceedings held in Honolulu in May.

CWO2 Ira L. Hynes, district ordnance officer, was found guilty on 22 of 26 counts of Uniform Code Of Military Justice violations, including the stealing of military property, assault, concealed and other weapons violations, and dereliction of duty.

The week-long proceeding showed that between 1992 and 1994 Hynes unlawfully sold confiscated weapons to petty officers within his command, falsely procured parts for and maintained non-government weapons, falsified official records and assaulted a petty officer by placing an unloaded pistol into his ribs and pulling the trigger.

Hynes was sentenced to two years imprisonment, fined \$9,500, will forfeit \$2,000 pay per month for 48 months and will be dismissed from the Coast Guard.



Crew members from the Japanese training ship Kojima enjoyed post game activities with Coast Guard children.

PA2 Scott Epperson

Coast Guard hosts Japanese

A team of Coast Guard members from around Oahu played softball against the crew of the Japanese Maritime Safety Agency's (JMSA) training ship Kojima on Sand Island, June 2, as the ship made its first port call on a round-the-world voyage.

The Coast Guard team, led by CWO2 Monty Holcombe, out-powered the Kojima team to a 29 to 6 victory.

During their seven day port-call, 55 Kojima crew members, all commissioned officers in the JMSA, toured Coast Guard units around Oahu in an effort to help them

learn about the United States and the Coast Guard.

Kojima crew members were hosted by Air Station Barbers Point, various cutters, and Group / Base Honolulu who all showed them how the Coast Guard operates.

Kojima crew members were also hosted by 12 Coast Guard families who took them into their homes June 3, and entertained them with a variety of activities including jet skiing and trips to the beach.

The softball game has become a highlight of the Kojima's biennial visit to Honolulu.

OUT OF THEIR ELEMENT

TC1 Bart Pickard and TC2 John Goold recently participated in readiness exercise Valor Hilo, an exercise designed to give operators from the Army's Special Forces a chance to sharpen their ability to intercept and analyze foreign language transmissions and Morse code.

Goold and Pickard were issued combat fatigues, ponchos, load bearing equipment and canteens in preparation for two nights and three days in the field. In keeping with the Army's oldest traditions, they slept on the ground.

Goold and Pickard were each teamed with two Army noncommissioned officers who were linguists from a local reserve unit. The primary job of their teams was to transmit Morse code and foreign language information. They were designated the opposing force and spaced 500 meters apart in Schofield's east range. It wasn't a great distance, but it allowed the Special Forces radio operators to practice locating the opposing force's radio transmitters.

Pickard said, "I have gained a new respect for soldiers who live in the field for days, sometimes weeks on end. I must confess that life aboard ship is, overall, much better than in the field. Going to the head (latrine in the Army) is much nicer aboard a ship. At the same time, I can't shortchange my fellow sailors. Trying to sleep, eat, work, and live when your whole world is pitching and rolling is no walk in the park either."



TC2 John Goold

ANSWERS

Recently, you were told that the Coast Guard was making changes that could affect your

to

career in the military and, more to the point, your financial future. But, not knowing what the

QUESTIONS

whole story is, you don't want to start making plans until you know something for sure.

and

Do you get out? Do you stay in? What will your benefits be if you go for promotion? Retirement?

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CAREER

Almost late for a very important date

Information provided by
QM3 Brendan O'Brien, CGC Jarvis

The crew of the Coast Guard Cutter Jarvis was ordered to join Adm. Robert E. Kramek, Coast Guard commandant, for a reception held by the Japanese Maritime Safety Association in Tokyo, Japan.

While on the way, a C-130 found two vessels fishing just inside the northern boundary of the Marianas Island's exclusive economic zone. Because this area is off limits to foreign vessels Jarvis altered course to check their registry.

As Jarvis approached, the vessels fled. Only after getting within 500 yards did the Chokyu Maru #15 and the Myojin Maru #131, stop their engines and consent to being boarded.

The crews of both fishing vessels were cooperative, but "No one on board spoke

English," said Lt. j.g. Troy Hosmer, the boarding officer on the Chokyu Maru #15. "Fortunately one of them did speak Spanish so we could communicate."

The master of the Myojin Maru #131 told National Marine Fisheries Service Special Agent Lisa Querin that earlier that morning his vessel had caught fourteen tons of tuna in a few hours. When she asked why they had been fishing in the EEZ he told her he knew fishing in the EEZ wasn't permitted but "fish are too scarce near Japan."

Jarvis seized both fishing vessels and their catches, but faced the transit of several hundred miles to deliver the vessels to Apra Harbor, Guam. It was beginning to look doubtful that the Jarvis would be able to arrive in Tokyo for the reception.

The three ships steamed overnight to the Maug Islands, where they met the

CGC Galveston Island, which is based in Guam. The Galveston Island then escorted the seized vessels to Guam, with the boarding teams from Jarvis still on board.

Without time to waste, Jarvis steamed north again. It was just possible that with favorable winds, seas, and the newly tuned engines Jarvis might still be on time for its date.

Finally after a two-day transit Jarvis entered Tokyo on time and Kramek arrived for the reception on board. Officers from the Japanese Maritime Safety Association joined the Jarvis for the week, helping to make the Tokyo visit a success. As Jarvis left Tokyo Bay it joined the JMSA for a sea review. Then it was time to begin the long voyage home to Honolulu by way of Guam and Pohnpei in the Federated States of Micronesia.

Auxiliarists take the plunge

Coast Guard Auxiliarists from around Hawaii came together at Air Station Barbers Point June 10 - 11 for their annual Air Operations Workshop.

The two day workshop is designed to train Auxiliarists in safety procedures during airborne search and rescue operations over Hawaiian waters.

Pilots, air observers and other interested Auxiliarists spent two days learning about emergency equipment, marine environmental protection and water egress from an aircraft.

This year's training placed special emphasis on water egress in response to two deaths that occurred after the crash of a small aircraft eight miles off Oahu in May. The aircraft was similar to many being used by the Auxiliary

As part of the egress training, the Auxiliarists were strapped into a shallow water egress trainer, a seat attached to a frame and placed in the shallow end of a pool. They were inverted under water and required to remove their seat restraints and swim out through a simulated door on the side.

The last Auxiliarist aircraft joined the training on the second day of the workshop, which brought together all the islands Auxiliary air assets, for the first time.



ASM3 Andy Litsas dunks an Auxiliarist in the Shallow water egress trainer or SWET.

Why Not ...

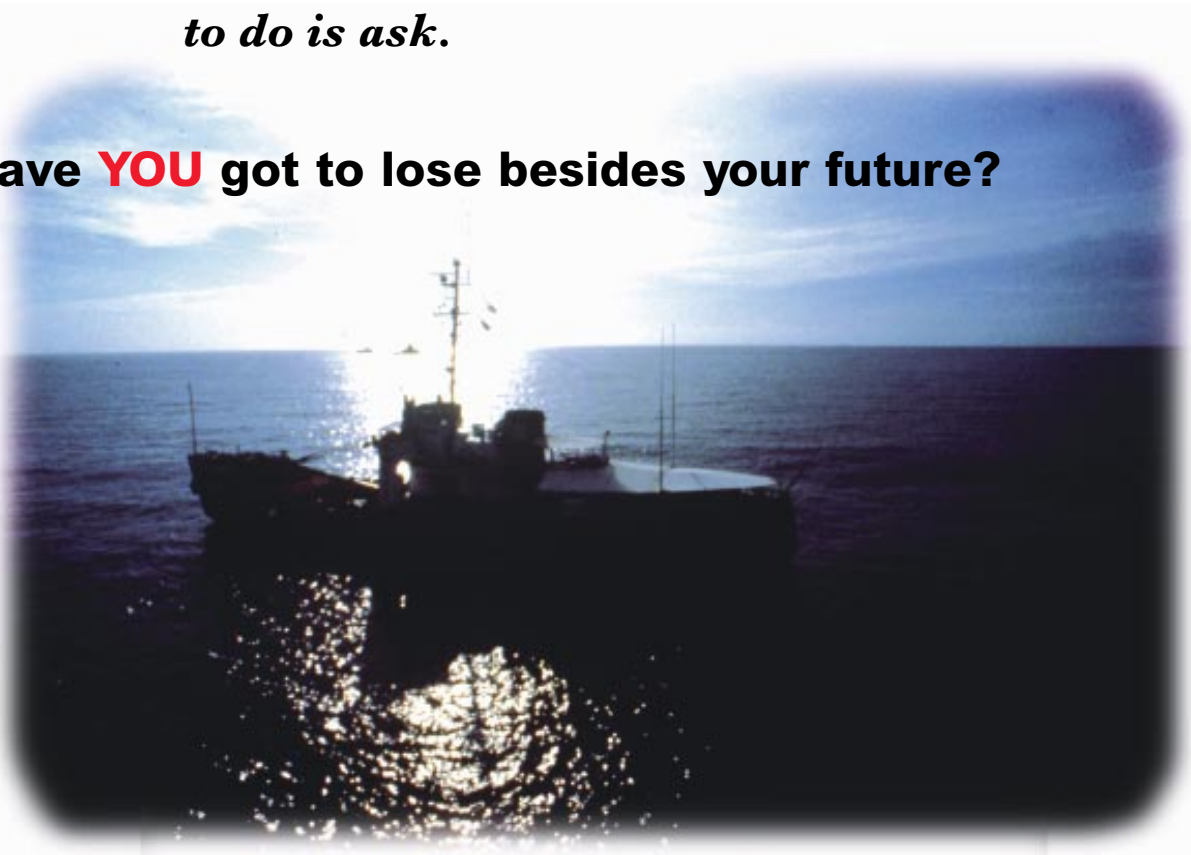


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